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DERRICKS MOVE EASTWARD IN LOMITA DEVELOPMENT

Immediate drilling on the Kettler ranch lease by the Chanslor Canfield Midway Oil company, and attendant development of other leases east of Narbonne avenue in Lomita, was presaged this week when Santa Fe engineers started to survey on the C. C. M. O. holdings east of the highway.

Adhering to its recently adopted policy of erecting derricks along its lease boundaries without waiting for offsets, the C. C. M. O. started surveying the Kettler lease. At the same time the Gilmore Oil company spotted two locations on its lease at the corner of Narbonne and the old Redondo road. In the meantime the Southern California Drilling company was speeding work on a derrick on the Harry Perham lease on Pepper street just west of Narbonne. The derrick is on half of lot 63.

May Start New Rush

The Santa Fe made no announcement of its intentions east of Narbonne, but the development across

the highway is becoming rapid and it apparently is the intention of the C. C. M. O. to drill several wells along the edges of its Kettler lease.

This development will speed drilling south of the Kettler lease in a new race for production that may rival the rush along the old Redondo road.

The C. C. M. O. is erecting a derrick for Torrance 24 west of Arlington street, offsetting the Wilkes & Titus well.

The Federal Drilling company has spotted a location on Fir street on lot 52, tract 639.

Lumber for Two

Lumber is on the ground for a new derrick on lot 72, tract 639. Half of this acre was recently transferred for \$15,000.

East of Arlington and north of the old Redondo road lumber has been hauled for a derrick to offset the Petroleum Midway on Gramercy street. The Petroleum Midway derrick is up, but is standing idle.

Debate Oil Drilling In City Of Torrance

(Continued From Page One)

owners on the growth of the city and subsequent rise in values if drilling is restricted.

"There is no sense in limiting the size of the city," he said. "Instead of hampering growth, the factories and the railroad encourage it."

Engineer Talks

W. E. Dunlop, General Petroleum engineer, presented figures to show that oil drilling on city lots is not profitable.

The yield at Santa Fe Springs up to date has been only 39,000 barrels of oil per acre, according to the speaker. At Long Beach it has been 51,700 barrels per acre, and at Huntington Beach 20,700 barrels per acre.

"And those are fields of great production," he added.

He called attention to the fact that there are 292 idle wells at Long Beach, Santa Fe Springs and Huntington Beach.

"Of 25 wells drilled on the town-site at Santa Fe Springs," he said, "only three have paid for themselves."

Postmaster Speaks

Mr. Gourrier quoted figures to show that the three wells on the lease of the Torrance Holding company, drilled by Standard, are not paying any great royalties and that the sum is gradually decreasing. The 30 men who are participating received \$53.39 last month, and only three wells are located on the 36 acres. He called attention to the fact that the greater number of wells to the acre the smaller the production of each, and urged the people of Torrance, as a fellow townsman, to save the city as a community of homes.

Warns People

Joseph J. Jensen, chief geologist of the Amalgamated, warned the people against drilling on town lots. He pointed out that there isn't a well in the Torrance field that has yielded more than 1200 barrels a day, and that town lot drilling has lost money at Santa Fe Springs, where production has been common at 15,000 barrels a day. He declared that his company quit-claimed three leases in the town-site at Huntington Beach because it was certain that the wells would not pay for themselves.

Mrs. Ella Flood read a letter from Henry R. Dabney, in which he

declared that property on the southwest of Torrance should be drilled for oil. He said owners in that section should receive bonuses of \$2,000 to \$5,000 per acre and 20 per cent of the oil. He said the property was worth more as oil land than as residence property. He declared that a fifth royalty in that section ought to amount to \$50,000 per acre over a period of years.

"If the oil is there, get all of it you can," he concluded.

Keystone Boosters' Dance, Sat., 22nd

TO PUT UP 100 SMALL HOUSES IN TORRANCE

Torrance is going to have the equivalent of a tent city, to provide a temporary remedy for the acute housing shortage in the city.

The trustees Tuesday night went on record as favoring the granting of a temporary permit for the erection of scores of temporary dwellings south of Carson street and west of Cedar, to R. E. Wright of Pasadena, who will move 45 houses here from Huntington Beach.

Mr. Wright requested the permit and declared that he may provide 100 or 150 small dwellings here. The dwellings are made of a special brand of plaster board, and were characterized by City Engineer Jessup as the "sub-California" type of construction.

It was the belief of the trustees that the houses will not be objectionable as temporary dwellings to relieve the housing situation until permanent houses are built. They declared also that it is to the benefit of Torrance to provide homes for oil workers in the city.

Mr. Wright declared that a careful survey of conditions in Torrance convinced him that 1000 new houses are needed immediately here.

WIRE TO BERKELEY

Torrance this week sent condolences to Berkeley. The Chamber of Commerce directors instructed Secretary Gadeky to telegraph officials of Berkeley of local sympathy for residents of the university city whose homes were destroyed by fire.

Keystone Boosters' Dance, Sat., 22nd

EDISON COMPANY'S GIGANTIC PROJECT, AS ROBERTS SEES IT

(By C. P. Roberts)

One hundred and fifty newspaper men from Southern California and the San Joaquin Valley were the guests of the Southern California Edison Company at Huntington Lake Lodge, seventy miles up in the mountains from Fresno, over the week-end. Congregating at the company's office, Third and Broadway, Los Angeles, last Friday night at 6:00 o'clock, a banquet was served the party, later boarding a special train of six standard Pullmans on the Southern Pacific and journeyed to Fresno, where they were transferred to the San Joaquin and Eastern Railway and taken "above the clouds." Stages were provided at the terminal of the railroad, and everyone experienced thrill after thrill as the steep mountain roads were covered amid the scenic wonders of the world.

The editors were shown the gigantic power development project which the company now has under way in the Fresno county Sierras.

The story of what the Edison company has been and is doing can hardly be told here. It must be seen to grasp the magnitude of the work. It is stupendous almost beyond realization, and yet the undertaking so far, in the words of the Edison company officials, is only just started.

To most of the editors in the party, this was the first opportunity they had had to see how the company gets the electricity that lights the buildings and turns the wheels in hundreds of towns. This trip was only a start. Another day will be required to see it all.

The Southern California editors arrived in Fresno at 5:00 a. m. Saturday morning and were met by the Fresno editors and those from San Joaquin Valley. They were breakfasted at the Hughes hotel and then the real trip was started.

The first stop was made at Hairpin Station, and near here the guests viewed power house No. 3, the largest west of Niagara Falls. This plant consists of three units and has been under construction for twenty-four months, the total cost being fifteen million dollars. It will operate all three units October 1.

A new road that is going to prove one of the most scenic in the Fresno Sierras and that skirts the San Joaquin river canyon hundreds of feet above the river was used to take the party to Cascada, with occasional stops en route to view other marvelous feats of engineering. Huntington Lake was reached about 4:00 p. m. Saturday, and after supper at the lodge an interesting entertainment was provided by officials of the company in the lobby of the hotel. Illustrated talks and explanations of the work now under way and contemplated were given.

Early Sunday morning all were off in motor busses for Florence Lake, under the special guidance of R. H. Ballard, vice-president of the company, and E. R. Davis, superintendent of construction. A box lunch was served under the pines in what is to be the bottom of Florence Lake when the high control dams are erected. An early start was taken back to Huntington Lake in order to make the control of this road, as Sunday was the first time, the highway in this section had been thrown open to the public. Over 500 machines passed over the road following the editor's party, under the guidance of the Fresno Republican, and for once many living prac-

tically in the shadows of the greatest engineering feats in the west become a reality to Fresnoites.

Sunday night was Editor's Night, and a whiz-bang program was soon arranged, which proved a "scream" from the start. There were monologuists, jazz players, jazz singers, grand opera, orators and would-be orators.

Monday morning a late breakfast was served, after which moving pictures were taken of the party and of "Jerry" and his famous Alaskan team of dogs. Perhaps the most enjoyable part of the trip was watching the dog team, their sled and their driver, who brought his team of dogs from the far north. The intelligence and almost human acts of the dog team soon made friends with every member of the party. At 12:30 smoked glasses and partly developed pieces of film neatly arranged on souvenir cards were presented each guest to view the eclipse, which was 96 per cent total at Huntington Lake Lodge.

Starting downward in motor cars from an elevation of 9300 feet, the journey homeward was begun to meet the train four miles away. It was on this stretch that almost total darkness occurred, with many striking and "spookish" effects of the sun's rays happening. It made one feel a little uncanny whirling around those precipices at breakneck speed, with busses following closely behind. The peculiar shadows of the tall pines just at twilight with the heavens becoming darker and darker brought about a change in the thoughts of the men of that party, the memories of which will be lasting.

Arriving at Fresno about 6:50, the guests were carried to the Fresno Sunnyside Country Club, where another banquet was served and several thousand feet of mountain scenic film were shown. The special train was in readiness and at 9:30 the last lap of the journey was started for home Monday night. When the party reached Los Angeles more cars were waiting at the Southern Pacific station and each guest was taken to his home and delivered safely at his own door.

Building of dams, controls and embankments hundreds of feet in the air to dam the water supplied by melting snow will be under process for years to come. The huge storage basins at Florence and Huntington Lakes supply the water which passes from one generator to another until finally after passing through several stations on its downward path it supplies the power for many plants one after another. Ultimately the water swells the flow of the San Joaquin river and serves for irrigation purposes. In former years the spring thaws swelled the river and in a few weeks the river had subsided, with all irrigation possibilities gone until the next year. Since the Edison company has built these dams and harnessed a vast amount of energy for its own purpose a steady stream of water the year around is found in the river, which provides a refreshing drink to the grape vineyards and other tillable lands in the valley. Thus a two-fold benefit has been derived from the control of rain and snow fall in the high Sierras. A similar project is now being perfected for the Colorado river, when many more millions of horsepower is hoped to be controlled, and also to provide water for irrigation purposes on arid lands, with an equal distribution the year around.

MANY CHANGES ARE MADE ON FORD MODELS

New Line Of Popular Cars Now On Display

DETROIT, Mich., Sept. 15.—Introduction of a higher radiator, bringing new and improved body lines to all types of Ford cars, is announced today by the Ford Motor company.

The changes have just gone into effect and the various types are now in production. While the larger radiator has been made standard on all types, and while it has made possible other betterments in body design, there is no radical departure in construction, but rather a general improvement which has resulted in more graceful lines.

The new radiator sets an inch and a half higher than the former, and has an apron at the bottom which joins a similar apron effect on the fender on either side, giving a highly finished appearance to the front of the car. The larger radiator also increases cooling efficiency.

Most conspicuous among the new types is the Ford coupe, which is of entirely new body design and construction, resulting in a more trim exterior appearance, more comfortable seating arrangement, and a greater luggage-carrying capacity.

From the dash there is a graceful sweep in the cowl to the radiator, bringing a pleasing effect to the front. The doors are wide and open forward, making access and exit easy. They are heavily framed for rigidity and strength. The compartment at the rear has been enlarged to afford increased carrying capacity. The gasoline tank is under the seat, with divided cushions to afford easy filling of the tank from the right side, making it un-

necessary for the driver to leave his seat. Ventilator in the cowl and a visor over the windshield add more to the attractiveness of the car. A new rear fender of more sturdy character also is a feature.

Interior fittings are of choice material, and the arrangement of the deeply cushioned seat has been effected so that at the rear there is a small recess shelf for carrying parcels. The rear vision window is much larger and oblong in shape. Door windows have been equipped with revolving type window regulators, and door locks are provided. Side windows are equipped with the lever type window lifters.

Marked, too, is the improvement in the four-door sedan. Highly popular since its introduction a year ago, because of its low, graceful lines, the car now presents even much better lines and a sturdier appearance.

This has been brought about by the installation of an entirely new cowl with a graceful sweep from the dash, blending into the larger hood and radiator. The change also affords an increase in leg room for occupants of the front seat.

In the open type, the touring car and runabout, the cowl has been enlarged and flows in a graceful curve to the higher hood.

The result brings a most pleasing effect to the exterior appearance of both types. The improvement in the touring car which came when the one-man top and slanting windshield were introduced is greatly enhanced by the larger radiator, the car appearing lower and more attractive than ever. The effect on the roadster is likewise most appealing, giving it a more rugged and sturdy appearance.

The new radiator also is extended to the Ford truck chassis, affording improved appearance and better cooling to delivery services.

These new Ford types and the generally recognized performance ability of the Ford under all motoring conditions promise to bring a greater demand than ever before, as the public becomes more fully acquainted with the higher standards and greater values which have been incorporated. No changes are contemplated in prices.

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TORRANCE CALIF.

WESTERN UNION OFFICE COMING HERE SHORTLY

That an office of the Western Union Telegraph and Cable company will be located in Torrance soon is the belief of directors of the Chamber of Commerce. The company recently declared that the office would be placed in Torrance as soon as the railroad commission granted the permit for the construction of the Santa Fe line to the harbor through Torrance.

Secretary Gadeky announced that he will bring the promise to the attention of the company at once.

WILL HIRE NEW DAYTIME COP IN TORRANCE

Another policeman for day duty will be added to the Torrance force immediately. Trustee Stone, who was empowered to act on the request of Chief Anderson for more help, so reported Tuesday night.

Chief Anderson told the board that the jail has been full for a week, and was authorized to buy more bedding, so that prisoners for whom there are no beds may sleep on the floor of the local hoosgow.

The chief reported that the steady and growing influx of boomers from other oil fields is increasing the demands upon the police department and making adequate protection more difficult.

BABCOCK-DAVIDSON

In the presence of the immediate relatives and a few intimate friends Miss Annette Davidson and L. Vernon Babcock were married last Sunday evening at the home of the bride's parents, Mr. and Mrs. James A. Davidson, 2624 Carson street, by Rev. C. C. Root of the Church of Christ.

Mr. and Mrs. Babcock left immediately for San Diego, thence to San Francisco. They will return to Torrance the first of next week, and will make their home in the Levy apartments on Sartori street.

LADIES' AID SOCIETY

The Ladies' Aid society of the M. E. church held a meeting at the home of Mrs. E. N. Tompkins on Gramercy avenue Tuesday. Quite a busy afternoon was spent in finishing up the old business and electing new officers.

The new officers are as follows: President, Mrs. E. N. Tompkins; vice president, Mrs. Brown; second vice president, Miss Spoon; third vice president, Mrs. Turner; treasurer, Mrs. James King; financial secretary, Mrs. Hoag.

It was decided to hold a birthday party the next Aid day, Oct. 16, at the church. Each member is to bring a useful article for the kitchen.

There were 45 members present, and all enjoyed the afternoon.

ORDINANCE No. 70

Ordinance of the City of Torrance Restricting Oil Drilling and Production Operations.

The Board of Trustees of the City of Torrance do ordain as follows:

Section 1
The erection of any derrick, designed for drilling oil wells, or the drilling for, or production or storing in tanks above ground of oil property within the districts in the City of Torrance hereinafter described, are each and severally declared to be a nuisance and a menace to the life and health of residents within said districts.

Section 2
It shall be unlawful for any person, firm or corporation to construct or cause to be constructed or assist in the construction of any

derrick or other structure designed for the drilling of an oil well, or to carry on or assist in carrying on operations for drilling for oil or to produce or store (in tanks above ground) oil within the district bounded by the following streets: Border Avenue on the East and Northeast.

Dominguez Street on the North, Madrid Avenue on the West, and Plaza del Amo on the South and Southwest.

Section 3
Any violation of this Ordinance shall be punishable by fine of not to exceed Three Hundred Dollars (\$300.00) or by imprisonment not to exceed ninety (90) days, or both, and each and every day upon which such violation shall continue shall be deemed a separate and distinct violation hereof.

Section 4
The City Clerk shall certify to the passage of this Ordinance and cause the same to be published once in the Torrance Herald, and thereupon and thereafter same shall be in full force and effect.

Approved: W. H. GILBERT,
President of the Board of Trustees of the City of Torrance.
Attest: ALBERT H. BARTLETT,
City Clerk of the City of Torrance.

(Seal)

State of California, County of Los Angeles.—ss.

I, Albert H. Bartlett, City Clerk of the City of Torrance, do hereby certify that the foregoing Ordinance was duly and regularly adopted by the Board of Trustees of the City of Torrance at a regular meeting of said Board held on the 18th day of September, 1923, by the following vote:

Ayes: Trustees Fitzhugh, Proctor, Stone and Gilbert.
Noes: Trustees None.
Absent: Trustee Nash.

In Witness Whereof I have hereunto set my hand and official seal of said City.

(Seal) ALBERT H. BARTLETT,
City Clerk.

ORDINANCE No. 69

An Ordinance Amending Ordinance Number 20.

The Board of Trustees of the City of Torrance do ordain as follows:

Section 1
Ordinance No. 20 of the City of Torrance is hereby amended by adding thereto the following, to be known as Section 5a:

Section 5a. It shall be unlawful for any person to park or cause to be parked any vehicle on the west or northwesterly or south or southwesterly side of any alley in the City of Torrance or on any street in said City which is 20 feet or less in width and on any such streets or alleys no vehicle shall be parked more than one foot from the side line of said streets or alleys.

Section 2
The City Clerk shall certify to the passing of this ordinance and cause the same to be published once in the Torrance Herald, and thereupon and thereafter same shall be in full force and effect.

Approved: W. H. GILBERT,
President of the Board of Trustees of the City of Torrance.
Attest: ALBERT H. BARTLETT,
City Clerk of the City of Torrance.

(Seal)

State of California, County of Los Angeles.—ss.

I, Albert H. Bartlett, City Clerk of the City of Torrance, do hereby certify that the foregoing Ordinance was duly and regularly adopted by the Board of Trustees of the City of Torrance at a regular meeting of said Board held on the 4th day of September, 1923, by the following vote:

Ayes: Trustees Fitzhugh, Proctor, Stone and Gilbert.
Noes: Trustees None.
Absent: Trustee Nash.

In Witness Whereof I have hereunto set my hand and official seal of said City.

(Seal) ALBERT H. BARTLETT,
City Clerk.